Note: Some of these slides vary slightly in format from those handed out at the EPA CFEIS Industry Briefing on April 3 1997.

(i.e. the CFEIS report views, and sample internet pages)

EPA CFEIS Team

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CFEIS MANUFACTURERS' USER GUIDE (CMUG)
revised: April 1, 1997

CONTENTS

Summary of Changes

The following is the summary of significant changes (indicated by an *) that have been made to the data Entry Forms and Input Data Record Layouts of the CMUG (IOV CFEIS Manufacturers' User Guide) and other informational changes to fields that are on the same pages as the significant changes.
Other informational changes are being made to the complete CMUG document and will be distributed at a later time.

<u>Data Entry Forms</u>:

CAFE -
 <u>F1 record</u>

   -* Entry Field 20 (Applicable Standard) - The field is removed. (Moved to FS)

<u>F2 record</u>

   -* Entry Field 5 (Transmission Overdrive) - Codes 3, 4 and 5 are removed from the field description.

<u>FT record</u>

   -* Entry Field 4 (Test Link identifier) is removed, entry field numbers 5 through 8 are changed to 4 through 7.

   -* A new field, "Vehicle Configuration Number, is added as Entry Field 8.

   -* Description for Entry Field 4 is removed, entry numbers are adjusted and description is added for the new field.

 <u>FS record</u>

   -* A new field "Applicable Standard" is added as Entry Field 10.

Carline -

   * Entry forms for C1, C2 and CS records have been changed so that each form has only one record.

<u>C2 record</u>

   - "(cubic feet)" is added to the description for fields starting from "Avg Passenger

Vol" to "HB Luggage Vol"

-* Entry Field 6, "Avg Passenger Vol", gets an additional cell for the third decimal digit.

- Description for Entry Field 8 is changed from "Note: must be entered if 2-DR LUGGAGE VOL is entered" to "Enter as applicable".

- Description for Entry Field 10 is changed from "Note: must be entered if 4-DR LUGGAGE VOL is entered" to "Enter as applicable".

- Description for Entry Field 12 is changed from "Note: must be entered if HATCHBACK LUGGAGE VOL is entered" to "Enter as applicable".

CS record

- "State Restriction Process Code" - Field name is changed to "Sales Restriction Process Code"

-* "State Restriction Code" - Field name is changed to "Sales Restriction Code" and description is changed to "TR - U.S. Territories, PO - U.S. Postal Vehicles"

General Label -

G2 Record

-* Entry Field 5 (Transmission Overdrive) - Codes 3, 4 and 5 are removed from the field description.

GT Record

-* Entry Field 4 (Test Link identifier) is removed, entry field numbers 5 through 9 are changed to 4 through 8.

-* A new field, "Vehicle Configuration Number, is added as Entry Field 9.

-* Description for Entry Field 4 is removed, entry numbers are adjusted and description is added for the new field.

Summary Sheet -

X2 record

-* "Transmission Overdrive Code" - Description is added.

<u>XT record</u>

-* A new field, "Vehicle configuration Number", is added as Entry Field 3.

-* Description is added for the new field.

Input Data Record Layouts:

- A new Transaction Type code "M" ("Required") is added to the footers in the bottom of each page.
  If the code "M" is entered in the Transaction Type column of any field, manufacturers are
  required to enter a value in the field in addition to the fields which have the code "R".

CAFE -

Page D-6 (F1 record)

-* "Applicable Standard" - The field is removed. (Moved to the end of "FS" record)

- "Transmission Class" - The field name is changed to "Transmission Class Link".

Page D-7 (F2 record)

-* "Transmission Overdrive code" - Codes 3, 4 and 5 are removed.

Page D-8 (FR record)

-* "Gear Range Number" - Transaction Type is changed from "X" to "R".

Page D-9 (FL record)

-* "Lock-up Range Number" - Transaction Type is changed from "X" to "R".

Page D-11 (FT record):

-* "Test Link Identifier" field - The field is removed.

-* A new field "Vehicle configuration Number"is added next to the "Test Number" field.

Page D-12 (FS record)

-* A new field "Applicable Standard" is added to the end of FS record.

Carline -

Page D-15 (C1 record)

-* "Class Code" - Transaction Type is changed from X to M.

-* "Full Carline Name" - Transaction Type is changed from X to M.

-* "Abbr Carline Name" - Transaction Type is changed from X to M.

Page D-17 (C2 record):

- "HB Passenger Vol" - Description is changed from "Note: must be entered if HATCHBACK LUGGAGE VOL is entered" to "Enter as applicable"

- "(cubic feet)" is added to fields "4-DR Luggage Vol", HB PassengerVol" and "HB" Luggage Vol".

-* "State Restriction Code" - Field name is changed to "Sales Restriction Code" and Valid Range/Entry Criteria is changed to "TR - U.S. Territories, PO- U.S. Postal Vehicles"

General Label -

Page D-58 (G2 record)

- "Transmission Overdrive" - Codes 3, 4 and 5 are removed.

Page D-60 (GR record)

- "Annual Fuel Cost" - Transaction Type is changed from "X" to "M".

- "Approval Date" - Transaction Type is changed from "X" to "M".

- "Fuel Usage" - Transaction Type is changed from "X" to "M".

-* "Gear Range Number" - Transaction Type is changed from "X" to "R".

Page D-61 (GL record)

-* "Lock-up Range Number" - Transaction Type is changed from "X" to "R" and the is removed from Valid Range/Entry Criteria column. .

Page D-63 (GF record):

- "Sub-Configuration Sales" - Valid Range is changed from 000000-999999 to 000001-999999.

Page D-63 (GT record)

-* "Test Link Identifier" - The field is removed.

- "Averaging Group Indicator" - The text string "input records" in Valid Range/Entry Criteria has been changed to "vehicle configurations"

Page D-64 (GT record):

-* "Test Data Suppression Code" - Codes 2 and 5 have been removed and the description for the code 9 has been changed to "Test is used again as a data substitution".

-* A new field "Vehicle configuration Number" is added next to the "Test Number" field.

Summary Sheet -

Page D-99 (X2 record):

-* "Transmission Overdrive Code" - Codes 3, 4 and 5 are removed.

Page D-100 (XT record):

-* A new field "Vehicle configuration Number" is added next to the "Test Number" field.

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CAR LINE
SUBMISSION STATUS REPORT PART I
DATA SUBMITTED

Manufacturer: 52   TASMANIA MOTOR WORKS

Submission No: 225   Submission Date: 01-APR-97   Submission Time: 05:58:54 PM

Trans No Record No Record Image

----

1   1 C1 52 1998 1   1 05 A320   A320   I 100.0

No Errors

1   2 ZZ

No Errors

2   1 C2 52 1998 1   1 101.300 13.200   101 13

No Errors

2   2 ZZ

No Errors

CERTIFICATION AND FUEL ECONOMY INFORMATION SYSTEM (CFEIS)
CAR LINE
SUBMISSION STATUS REPORT PART II
SUMMARY STATISTICS

Manufacturer: 52   TASMANIA MOTOR WORKS

Submission No: 225   Submission Date 01-APR-97   Submission Time: 05:58:54 PM

Record Type	Number of Records
C1	1
C2	1

Transaction Type	Transactions Submitted	Transactions Accepted	Transactions Rejected
A	1	1	0
M	1	1	0
Totals:	2	2	0

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CERTIFICATION AND FUEL ECONOMY INFORMATION SYSTEM (CFEIS)
CARLINE
DATABASE REPORT

Model Year: 1998   Division: 1   TASMANIA
Manufacturer: 52   TASMANIA MOTOR WORKS   Abbreviated Name: TASMANIA
Abbreviated Name: TMW

| | | | | | Average Interior | Two Door Volume | Four Door Volume | Hatch Back Volume | Volume | |
Carline Name	Domestic /Import	Import Content	Carline Class		Pass	Lugg	Pass	Lugg	Pass	Lugg	Pass	Lugg
1 A320	Import	100	05 MIDSIZE CARS				101.3	13.2	101	13		

No State Restrictions.

```
                    CERTIFICATION AND FUEL ECONOMY INFORMATION SYSTEM (CFEIS)
                              ENGINE SYSTEMS INFORMATION
                                 ESI DATABASE REPORT

                           FAMILY SALES AND SYSTEM SUMMARY

Model Year: 1998                      Manufacturer:   52 TASMANIA MOTOR WORKS
-------------------------------------------------------------------------------------

                            Engine Family Specification

Engine Family:  WTWXV03.2ABC
Federal OBD:    Y    OBD                         Ignition Type:         S  SPARK
California OBD: 2    CARB OBD II                 Combustion Cycle:      G  OTTO CYCLE PISTON
Displacement:   3.2                              Valves Per Cylinder:   4  4 VALVES PER CYLINDER
Alternate Displacements:                         Catalyst Type:         5  3-WAY+OX CAT (LIGHT-OFF/CLOSE
Fuel System:    8    ELECTRIC MPI - SEQUENTIAL   Trap Type:             1  ACTIVE REGENERATION
                                                 Turbo/Super Charger:   N  NONE
-------------------------------------------------------------------------------------

          System Information                             Subsystem Information

System Number:       1                           Vehicle Class          Status    Sales Area
Trip Point:                                      --------------------   -------   -----------
Projected Job 1 Date:  31-DEC-97                 V LDV OR CARB PC        ACTIVE    CA CALIFORNIA
Number of Subsystems:  2                           Fuel Type(s): G  GASOLINE
Engine System Comments:
THIS IS A SAMPLE ESI                             V LDV OR CARB PC        ACTIVE    FA FEDERAL ALL ALTITUDE
                                                   Fuel Type(s): G  GASOLINE

                                                 --------------------------------------------

Emission Related Components       Onboard Diagnostics            Onboard Diagnostics Display
------------------------------    -----------------------------  ---------------------------
60 DETONATION SENSOR              13 SECONDARY AIR               2 FAULT CODE STORED, LIGHT ON
18 THREE-WAY CATALYST             22 CAM POSITION SENSOR         2 FAULT CODE STORED, LIGHT ON
62 ELECTRONIC CONTROLS-DIGITAL    25 IDLE RPM                    2 FAULT CODE STORED, LIGHT ON
15 3-WAY+CL (HEATED 02 + FEEDBACK) 27 RPM (ENGINE, DISTRIB, ETC) 2 FAULT CODE STORED, LIGHT ON
41 MULTIPLE POINT FUEL INJECTION  33 INJECTION VALVES            2 FAULT CODE STORED, LIGHT ON
 1 COMB CHAMBER/NON-CONV V TRAIN  38 CRANK ANGLE                 2 FAULT CODE STORED, LIGHT ON
                                  42 TRANSMISSION GEAR POSITION  2 FAULT CODE STORED, LIGHT ON
```

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```
44 VALVE TRAIN ACTION/EVENT              1 FAULT CODE STORED,   LIGHT NOT ON
47 TRANSMISSION ELECTRONICS             2 FAULT CODE STORED,   LIGHT ON
52 BATTERY VOLTAGE                      2 FAULT CODE STORED,   LIGHT ON
57 HEATED OXYGEN SENSOR(S)              2 FAULT CODE STORED,   LIGHT ON
59 OXYGEN SENSOR HEATING                2 FAULT CODE STORED,   LIGHT ON
69 AIR/FUEL RATIO                       2 FAULT CODE STORED,   LIGHT ON
74 CRANKSHAFT POSITION SENSOR           2 FAULT CODE STORED,   LIGHT ON
10 CATALYST(S)                          2 FAULT CODE STORED,   LIGHT ON
29 AUTOMATIC IDLE SPD MOTOR OUTPUT      2 FAULT CODE STORED,   LIGHT ON
23 DEEP/WIDE-OPEN THROTTLE              2 FAULT CODE STORED,   LIGHT ON
26 VEHICLE SPEED SENSOR                 2 FAULT CODE STORED,   LIGHT ON
 1 COOLANT TEMPERATURE                  2 FAULT CODE STORED,   LIGHT ON
```

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CERTIFICATION AND FUEL ECONOMY INFORMATION SYSTEM (CFEIS)
ENGINE SYSTEMS INFORMATION
ESI DATABASE REPORT

EMISSION SPECIFICATION AND DF SUMMARY

Model Year: 1998
Engine Family: WTWXV03.2ABC
System Number: 1
Subsystem Number: 2
Subsystem Status: ACTIVE
Sales Area: CA CALIFORNIA
DF Type: 1 STANDARD AMA/DDV FULL MILEAGE

Manufacturer: 52 TASMANIA MOTOR WORKS
Actual Production:
Projected Sales: 1500
GVW Category: CLDV CALIFORNIA LIGHT DUTY VEHICLE
GVW Range:
LVW Range: N/A
ALVW Range: N/A

Cert/In Use: C CERTIFICATION
Tier: TLEV CA ONLY-TRANS LOW EMSN VEHICLE
Useful Life: 100,000
Fuel Type: G GASOLINE

EPA Standard Emission Name	Phase In %	Non Compliance Penalty Indicator	Banking/Trading Indicator	Averaging Indicator	Waiver Indicator	Emission Standard	Additive Term	Multiplicative Term
NMOG	100	NO	NO	NO	NO	0.156	0.0	1.298
CO	100	NO	NO	NO	NO	4.2	0.0	1.32
NOX	100	NO	NO	NO	NO	0.6	0.0	1.156
PM	100	NO	NO	NO	NO	0.10	0.0	1.0
HCHO	100	NO	NO	NO	NO	0.018	0.0	1.298
NOX-HWY	100	NO	NO	NO	NO	0.8	0.0	1.156

Cert/In Use: C CERTIFICATION
Tier: TLEV CA ONLY-TRANS LOW EMSN VEHICLE
Useful Life: 50,000
Fuel Type: G GASOLINE

EPA Standard Emission Name	Phase In %	Non Compliance Penalty Indicator	Banking/Trading Indicator	Averaging Indicator	Waiver Indicator	Emission Standard	Additive Term	Multiplicative Term
NMOG	100	NO	NO	NO	NO	0.125	0.0	1.159
PM	100	NO	NO	NO	NO	0.08	0.0	1.0
HCHO	100	NO	NO	NO	NO	0.015	0.0	1.159
NOX-HWY	100	NO	NO	NO	NO	0.5	0.0	1.06
NOX	100	NO	NO	NO	NO	0.4	0.0	1.06
CO-COLD	100	NO	NO	NO	NO	10.0	0.0	1.117
CO	100	NO	NO	NO	NO	3.4	0.0	1.117

```
Cert/In Use:        C     CERTIFICATION              Useful Life:    N/A
Tier:               TLEV  CA ONLY-TRANS LOW EMSN VEHICLE  Fuel Type:   G   GASOLINE
EPA Standard        Phase Non Compliance  Banking/Trading  Averaging  Waiver    Emission   Additive  Multiplicative
Emission Name       In %  Penalty Indicator  Indicator    Indicator  Indicator Standard   Term      Term
-------------       ----- ----------------  ---------------  ---------  --------- --------   --------  --------------
HC-STI              100   NO                NO               NO         NO        100.       0.0       1.0
CO-STI              100   NO                NO               NO         NO        0.5        0.0       1.0
HC-ST2500           100   NO                NO               NO         NO        100.       0.0       1.0
CO-ST2500           100   NO                NO               NO         NO        0.5        0.0       1.0

Subsystem Comments:
```

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                                        EMISSION SPECIFICATION AND DF SUMMARY

Model Year: 1998   Manufacturer: 52   TASMANIA MOTOR WORKS
Engine Family: WTWXV03.2ABC   Actual Production:
System Number: 1   Projected Sales: 5000
Subsystem Number: 1   GVW Category: FLDV   LIGHT DUTY VEHICLE
Subsystem Status: ACTIVE   GVW Range:
Sales Area: FA   FEDERAL ALL ALTITUDE   LVW Range: N/A
DF Type: 1   STANDARD AMA/DDV FULL MILEAGE   ALVW Range: N/A

Cert/In Use: C   CERTIFICATION   Useful Life: 100,000
Tier: T1   TIER 1   Fuel Type: G   GASOLINE

EPA Standard Emission Name	Phase In %	Non Compliance Penalty Indicator	Banking/Trading Indicator	Averaging Indicator	Waiver Indicator	Emission Standard	Additive Term	Multiplicative Term
HC-NM	NO	NO	NO	NO	NO	0.31	0.0	1.211
CO	NO	NO	NO	NO	NO	4.2	0.0	1.195
NOX	NO	NO	NO	NO	NO	0.6	0.0	1.251
CO-STI	NO	NO	NO	NO	NO	0.5	0.0	1.0
HC-ST2500	NO	NO	NO	NO	NO	100.	0.0	1.0
HC-STI	NO	NO	NO	NO	NO	100.	0.0	1.0
PM	NO	NO	NO	NO	NO	0.10	0.0	1.0
CO-ST2500	NO	NO	NO	NO	NO	0.5	0.0	1.0

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Cert/In Use: C
Tier: N/A   CERTIFICATION NOT APPLICABLE
Useful Life: 50,000
Fuel Type: G   GASOLINE

EPA Standard Emission Name	Phase In %	Non Compliance Penalty Indicator	Banking/Trading Indicator	Averaging Indicator	Waiver Indicator	Emission Standard	Additive Term	Multiplicative Term
CO-COLD		NO		NO	NO	10.0	0.0	1.093

Cert/In Use: C
Tier: T1   CERTIFICATION TIER 1
Useful Life: 50,000
Fuel Type: G   GASOLINE

EPA Standard Emission Name	Phase In %	Non Compliance Penalty Indicator	Banking/Trading Indicator	Averaging Indicator	Waiver Indicator	Emission Standard	Additive Term	Multiplicative Term
HC-TOTAL		NO		NO	NO	0.41	0.0	1.089
HC-NM		NO		NO	NO	0.25	0.0	1.101
CO		NO		NO	NO	3.4	0.0	1.093
NOX		NO		NO	NO	0.4	0.0	1.12
PM		NO		NO	NO	0.08	0.0	1.0

Subsystem Comments: 98MY ACCENT FED

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DATA PROCESSING

1. Only the following file names (lower-case) must be used for electronic data submission.

- carline.in
- esi.in
- evsi.in
- shift.in
- vi.in
- mtds.in
- summary.in
- gl.in
- cafe.in

2. IOV CFEIS subsystems must be processed in the above order.
3. Left justify every alphanumeric field.
4. Right Justify every numeric fields.
5. Make sure to enter values for alphanumeric fields exactly as they appear in the CMUG, example: if the value is '01' you can not enter ' 1' or '1'.
6. End every transaction with a ZZ card.
7. Follow the CMUG input record dependencies tables.
8. Pay special attention to several of the fields on the E1 and P1 cards which have a note saying that fields are required for add transaction when no engine family system or evap. family system has not been entered.
9. Carriage control characters like '^M' or 'Ctrl M' should not be in the input file.

<u>REPORTS</u>

Every report has the following 3 parts:

- Submission Status Report Part
  Data Submitted

- Submission Status Report Part
  Summary Statistics

- Subsystem
  Database Report

IOV CFEIS VEHICLE INFORMATION

Vehicles are identified by following fields:

- Manufacturer Code
- Vehicle ID
- Vehicle Configuration Number (generated by the system)
- Certification Model Year.

Carry Over

When carrying over a vehicle, the vehicle ID, and vehicle configuration number remain the same, the model year changes to the new model year.

Example: If manufacturer 'M1' has the following vehicle:
Vehicle Id= vid1, Vehicle Configuration Number = 1, and Model Year = 1996, and want to carry it over to 1997 IOV CFEIS will create a new instance of the vehicle with the following identifiers: Vehicle Id= vid1, vehicle configuration number = 1 and Model Year = 1997.

Carry Over Data Submission

Process Code 'C' is used to carry over one vehicle configuration from one model year to another:

Only the following fields are needed:

- MFR CODE
- VEHICLE ID
- CONFIGURATION NUMBER
- CERTIFICATION MODEL YEAR
- CERTIFICATION MODEL TO YEAR
- ENGINE FAMILY NAME
- EVAPORATIVE FAMILY NAME

Carry Across

When carrying across a vehicle, the vehicle ID and Model Year remain the same, the Vehicle configuration number changes to a new number.

Example: If manufacturer 'M2' has the following vehicle:
Vehicle Id= vid1, Vehicle Configuration Number = 1, and Model Year = 1996, and want to carry it across, IOV CFEIS will create a new instance of the vehicle with the following identifiers: Vehicle Id= vid1, vehicle configuration number = n and Model Year = 1996 where n is next available configuration number.

Carry Across Data Submission

Process Code Change 'N' is used to carry across one vehicle configuration to another:

Only the following fields are needed:

- MFR CODE
- VEHICLE ID
- CONFIGURATION NUMBER
- CERTIFICATION MODEL YEAR
- ENGINE FAMILY NAME
- EVAP. FAMILY NAME.

MTS/IOV Cross Reference List
Carry-Over

MTS CFEIS			IOV CFEIS		
CARRIED TO VERSION	CARRIED FROM VERSION	VERSION NUMBER	MODEL YEAR	CONFIG. NUMBER	CHANGED FROM CONFIG.
3		0	1996	0	
4		1	1996	1	
5		2	1996	2	
6	0	3	1997	0	
7	1	4	1997	1	
8	2	5	1997	2	
	3	6	1998	0	
	4	7	1998	1	
	5	8	1998	2	

Vehicle Configuration Number remains the same when carrying over a vehicle from one Model Year to another.

MTS/IOV Cross Reference List
Carry-Across

MTS CFEIS			IOV CFEIS		
CARRIED TO VERSION	**CARRIED FROM VERSION**	**VERSION NUMBER**	**MODEL YEAR**	**CONFIG. NUMBER**	**CHANGED FROM CONFIG.**
		0	1996	0	
		1	1996	1	0
		2	1996	2	0
		3	1996	3	1
		4	1996	4	2
		5	1996	5	3
		6	1996	6	5
		7	1996	7	4
		8	1996	8	6

Vehicle Configuration Number changes when carrying across a vehicle within the same Model Year.

MTDS CARRY OVER

MTDS tests will be carried over automatically at the time of the VI carry over, carry over transactions will be created and processed, a carry over transaction will be rejected if any of the three disposition codes is not valid.

Process Code 'C' is used to carry over test data form one Model Year to another after the vehicle is carried over to that Model Year.

Only the following fields are needed:

- MFR CODE
- VEHICLE ID
- TEST NUMBER
- CONFIGURATION NUMBER
- CERTIFICATION MODEL TO YEAR
- TEST PURPOSE

Rounded results, Fuel Economy, and Cert level will be recalculated.

MTDS CARRY ACROSS

Process code 'X' is used to carry across data form one configuration to another after the vehicle is carried across to that configuration number.

Only the following fields are needed:

- MFR CODE
- VEHICLE ID
- TEST NUMBER
- CONFIGURATION NUMBER
- CERTIFICATION MODEL YEAR
- TEST PURPOSE.

Rounded results, Fuel Economy, and Cert level will be recalculate.

Help Contacts

■ **General IOV CFEIS Questions**

- John Hendon (313-668-4383)
- Dan Harrison (313-668-4281)

■ **Data Processing Issues**

- Seung Park (313-668-4226)
- Karen Danzeisen (313-668-4444)
- Kassem Abbas (313-668-4337)

■ **Rode-PC**

- Karen Danzeisen (313-668-4444)
- John Hendon (313-668-4383)

>> EPA can schedule technical sessions if needed

Help Contacts

- **Dial-in Connectivity**

  - Gardiner Leverett (313-668-4538)
  - Ann Chiu (313-668-4544)

- **Internet and OMSCFEIS E-mail**

  - Steve Bliss (313-666-4375)

- **Certification Issues (regulations, carry over/carry across, etc.)**

  - Contact your certification representative

Help Contacts

■ **IOV CFEIS Help Line (313-668-4567)**

- Help Line designed to be central point of contact in place of others mentioned before.

- Help Line will track and direct your call to those who can best solve your problem.

- This service will be in operation within 3-5 weeks.

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Internet Addresses
for CFEIS Information

http://www.epa.gov/OMSWWW

http://www.epa.gov/OMSWWW/cfeis.htm

http://www.epa.gov/OMSWWW/cmug.htm

http://www.epa.gov/OMSWWW/faqs.htm

E-Mail Address

omscfeis.group@epamail.epa.gov

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EPA Office of Mobile Sources

CFEIS: VEHICLE MANUFACTURER INFORMATION

Initial Operating Version Certification and Fuel Economy Information System
(IOV CFEIS)

    Vehicle Manufacturer Information. The CFEIS: Vehicle Manufacturer
    Information pages have information directed toward Vehicle
    Manufacturers who submit certification and fuel economy compliance
    data to EPA.

 * Attachments to the Dear Manufacturer letter of March 1997 are [Summary
   of changes] to Record Layouts and Data Input Forms, changed pages of
   the [Record Layouts and Data Input Forms], and the Vehicle
   Manufacturers Vehicle Version to Vehicle Configuration Number Cross
   Reference lists. Updated CMUG and appendix can be obtained from the
   CMUG page referenced below.

   The proposed agenda for this meeting is:

     o Status of IOV-CFEIS
     o CFEIS Overview and Timeline
     o IOV-CFEIS Implementation
     o IOV CFEIS CMUG Changes
     o IOV CFEIS Data Submission
     o IOV CFEIS Dial-in
     o CFEIS Internet Access
     o IOV-CFEIS Questions
        + Submit Questions here omscfeis.group@epamail.epa.gov.

 * CFEIS Manufacturer Users Guide (CMUG) contains information on the IOV
  CFEIS data submission requirements. Also contained within its pages
  are data submission formats, submission forms layouts, and information
  about conventions and field formats. Updated 3 April 1997.

 * Vehicle Information: Vehicle Version Number to Vehicle Configuration
  Number Cross Reference contains the cross reference for model years
  1996 and 1997. The new vehicle configuration codes will be needed by
  manufacturers to submit data into IOV CFEIS.

 * IOV CFEIS Scheduled Events and Time Lines. This page was been changed
  on 3 April 1997 to contain information about scheduled and known
  server events, downtime and timeline information for IOV CFEIS.

* Frequently Asked Questions (FAQs) is a link to questions that have
  been sent to EPA by Vehicle Manufacturers concerning CFEIS.

* Dial-In Information contains information about the dial-in server
  setup and information needed by Vehicle Manufacturers to get connected
  to the IOV CFEIS electronic submission server.

* Directory of these and other CFEIS files

* Send *email to EPA's CFEIS group: omscfeis.group@epamail.epa.gov

*You must have your mail options setup for the link to work correctly. See
the FAQ page for instructions on setting this up.

[EPA Air & Radiation] [EPA homepage]
url: www.epa.gov/OMSWWW/cfeis.htm
Updated 3 Apr. 1997

EPA Office of Mobile Sources

CFEIS: CMUG

IOV CFEIS Manufacturer Users Guide (CMUG)

The CMUG is changing. EPA is updating the CMUG for minor corrections and to include more detail. The changes to the CMUG will be posted here as they are developed.

The recent changes have been incorporated into a new release of the CMUG which was distributed at the CFEIS Industry Briefing in Ann Arbor Michigan on 3 April 1997. The basic CMUG and changed appendix have been placed on the internet and are available for download. Please refer to the date on each download file to determine if you need that file. For further information please contact Mr. Seung Park of the Environmental Protection Agency, 313-668-4226.

  * README file for CFEIS Manufacturers Users Guide (CMUG) [cmugread.txt]
    This file is approximately 1K in size.

  * Download the entire CFEIS Manufacturers Users Guide (CMUG) here.
    [cmug.pdf] Complete basic CMUG. You will also need to download the
    following appendix pages. This file is approximately 763K in size.
    Dated April 1997.

  * Download Appendix A to the CFEIS Manufacturers Users Guide (CMUG).
    [cmug-a.pdf] Description of the acronyms used within the IOV CFEIS
    system. This file is approximately 10K in size. Dated Nov. 1996.

  * Download Appendix B to the CFEIS Manufacturers Users Guide (CMUG).
    [cmug-b.pdf] Description of the known error messages commonly found in
    the IOV CFEIS applications. This file is approximately 12K in size.
    Dated Nov. 1996.

  * Download Appendix C to the CFEIS Manufacturers Users Guide (CMUG).
    [cmug-c.pdf] Examples and descriptions of the reports generated from
    IOV CFEIS. This file is approximately 49K in size. Dated Nov. 1996.

  * Download Appendix D to the CFEIS Manufacturers Users Guide (CMUG).
    [cmug-d.pdf] Descriptions of the Input Data Record Layouts. This file
    is approximately 540K in size. Dated Nov. 1996.

  * Download Appendix E to the CFEIS Manufacturers Users Guide (CMUG).
    [cmug-e.pdf] Descriptions of the Manufacturer Data Input Forms. This
    file is approximately 880K in size. Dated April 1997.

* Download Appendix F to the CFEIS manufacturers Users Guide (CMUG). [cmug-f.pdf] Descriptions of EPA Standardized Engine and Evaporative Family Names. This file is approximately 32K in size. Changed 7 Apr. 1997.

* Download Appendix G to the CFEIS manufacturers Users Guide (CMUG). [cmug-g.pdf] Data Input Forms with filled in Sample Data. Added April 7, 1997.

[Back to CFEIS main page]

[OMS Home Page] [EPA Air & Radiation] [EPA homepage]
url: www.epa.gov/OMSWWW/cmug.htm
Updated 7 Apr. 1997

EPA Office of Mobile Sources

CFEIS: FAQs

IOV CFEIS Frequently Asked Questions (FAQs)

Each link below will take you to a corresponding page with questions about the IOV CFEIS system. General type questions have been placed on a link called general, MTDS questions on the MTDS link, etc. The updated date will be changed as questions are added, and each page will have dated sections with questions following, the most recent questions added to the top of the page.

General type questions.

  * General questions. Last updated 28 February, 1997.

CFEIS Application questions by sub-system.

  * CARLINE. Last updated 28 February, 1997.

  * Engine System Information. Last updated 28 March, 1997.

  * Evaporative System Information (EvSI). Last updated 28 March, 1997.

  * Manufacturer Test Data System (MTDS). Last updated 11 March, 1997.

  * Shift Schedule (SS). Last updated 28 February, 1997.

  * Vehicle Information (VI). Last updated 28 February, 1997.

[Return to CFEIS]

[OMS Home Page] [EPA Air & Radiation] [EPA homepage]
url: www.epa.gov/OMSWWW/faqs.htm
Updated 28 Mar. 1997

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Index of /OMSWWW/gopher/Cert/CFEIS/

```
[   ] Name              Last modified    Size  Description
--------------------------------------------------------------------------
[DIR]   Parent Directory
[DIR]   Crossref/          12-Mar-97 12:16    8K
[   ]  _FILE-LIST         04-Apr-97 11:03    1K
[TXT]  attachto.txt       11-Mar-97 09:44    1K
[TXT]  cfeisqa1.txt       05-Jul-96 12:19    2K
[TXT]  chronicl.txt       06-Feb-97 10:50    5K
[   ]  cmug-a.pdf         07-Feb-97 14:53    9K
[   ]  cmug-b.pdf         07-Feb-97 14:53   12K
[   ]  cmug-c.pdf         07-Feb-97 14:53   47K
[   ]  cmug-d.pdf         07-Feb-97 14:54  527K
[   ]  cmug-e.pdf         04-Apr-97 11:00  768K
[   ]  cmug-f.pdf         04-Apr-97 11:00   34K
[   ]  cmug-g.pdf         04-Apr-97 11:00  776K
[   ]  cmug.pdf           04-Apr-97 11:01  624K
[   ]  cmugchg1.pdf       13-Mar-97 09:15  183K
[TXT]  cmugchgs.txt       13-Mar-97 11:44    6K
[TXT]  cmugread.txt       09-Apr-97 12:54    1K
[TXT]  dial-in.txt        31-Mar-97 09:15   16K
[   ]  incfeis.pdf        28-Aug-96 09:34  108K
[   ]  layouts3.pdf       28-Aug-96 09:34  561K
[TXT]  mfr-ltr2.txt       11-Mar-97 09:44    3K
[TXT]  pw.txt             31-Mar-97 09:19    1K
```

Index of /OMSWWW/gopher/Cert/

```
[   ] Name                Last modified    Size  Description
-------------------------------------------------------------------

 [DIR]   Parent Directory
 [DIR]   CFEIS/            04-Apr-97 11:03    8K
 [DIR]   Dearmfr/          19-Feb-97 14:40    8K
 [DIR]   HD-cert/          16-Dec-96 14:26    8K
 [DIR]   MPG/              07-Oct-96 13:43    8K
 [DIR]   Recall/           03-Jun-96 15:44    8K
 [DIR]   Veh-cert/         19-Apr-96 10:52    8K
 [  ]   _FILE-LIST        29-May-96 10:55    1K
```

Upcoming Additions to the Internet

● To the CMUG:
- ❶ Sample Data Forms Appendix G
- ❷ Sample Report Forms Appendix H

● To the FAQ pages:
- ❶ Common Data Entry Problems on the FAQ General Page

- ❷ Additional FAQ questions that are being prepared in many sub-system areas

● To the CFEIS page:

- ❶ Hand outs from this briefing that are not already on the Internet

Technology Transfer Network (TTN)

The TTN is being phased out within the year

The information provided on the TTN is maintained on the Internet as well

The TTN was created in 1993 to provide information on the Bulletin Board System electronically

The OMS Web site was created in August 1995 to provide information to Internet users

We will no longer maintain information in both locations

If you will not have Internet access by mid-97, contact Craig Harvey (313-668-4237)TTN

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IOV CFEIS Dial-in and Submissions

■ Manufacturer set-up

■ Point-to-Point Protocol (PPP)

■ File Transfer Protocol (FTP)

■ Dial-in server

■ Mail box, IDs, and passwords

■ Internet possibilities

Manufacturer Set-up

You need:

■ A modem with a speed of at least 9600bps

■ Communication software that support PPP

■ FTP software

■ Access ID for authentication (from EPA)

Point-to-Point Protocol (PPP)

■ What is PPP?

PPP is an internet protocol designed as a simple link between computers. It is a common solution for easy connection to a wide variety of networks.

Where to get PPP

- Commercially (PC)

    - Windows 95 (Microsoft)

    - Chameleon (NetManage)

- Shareware/Freeware

    - Trumpet (http://www.trumpet.com)

- Macintosh

    - MacPPP (ftp://ftp.merit.edu)

    - FreePPP
      (gopher://gopher.itd.umich.edu)

Most success with PPP

■ For the PC, it has been Windows 95

  ■ Set-up instructions from Mitsubishi and Hyundai are available for use

  ■ Some "tweaking" may be required

  ■ It is impossible for EPA to provide instructions for all types of PPP

■ For the Macintosh, FreePPP

  ■ Clear all default settings

File Transfer Protocol (FTP)

■ Another protocol used on the Internet.

■ Used to transfer files, independent of platform, from one computer to another.

■ Everyone should use "ASCII" mode for transfers.

CFEIS Modem and Phone Number

- Phone # : 313-741-7972

- Baud rate: 9600-28.8K

- Data rate: 8

- Parity: None

- Stop bits: 1

- Flow control: Hardware (none)

Mail box (home directory)

- Limited amount of disk space (approx. 10MB)

- Manufacturers will have to monitor own space

- Each box (directory) is password protected

IDs

- There is no longer a "general use" login

    - For security and technical reasons

    - "pppuser" id no longer valid as of 4/7/97

- Each manufacturer will have TWO, SEPARATE logins!

    - One for PPP connection, one for FTP connection

    - PPP login: three letter manufacturer code +"ppp"

    - FTP login: same as before

Passwords

■ Passwords need to be changed

■ For security reasons

■ Fill out sheets for password changes

Internet Possibilities

■ CFEIS team would like to put dial-in on Internet for easier worldwide accessibility

■ Encryption for CBI?

■ Waiver of information as CBI per application?

■ Need manufacturer support

   ■ Please sign list

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SETUP GUIDE FOR CONNECTING TO THE EPA COMPUTER

This guide assumes that Microsoft Windows 95 will be used to set up access to the EPA computer. Most of these instructions will also work for a set-up to the Internet. The EPA computer is NOT on the Internet, despite the FTP address given later in this guidance. The EPA computer is a "stand-alone" computer with no direct links to the Internet. It does however, use data download protocols which are identical to those used on the Internet.

THIS GUIDE CONTAINS THREE SECTIONS:
Section A- Setting up to Connect to the EPA computer.
Section B- Setting up your Software (Server Information)
Section C- Solving a Connection Problem (Help Section)

Note on ID's

For connection to the EPA's dial-in computer, you will need TWO IDs. One for the initial PPP connection, and another for the FTP connection. This is necessary for technical and security reasons. The PPP login will be your THREE letter manufacturer subcode plus the letters "ppp". (For example, if you are with Tasmania Motor Works, your id would be "tmxppp".) The list of the subcodes are in Appendix F of the Certification Manufacturer Users Guide (CMUG). You will still have to contact the appropriate personnel at EPA to have this ID turned "on".

The PPP login will be used in the Section A, part VI of this document. The second ID (which is used in Section B, part IX) will have to obtained and determined upon contact with the appropriate EPA personnel.

SECTION A- SETTING UP TO CONNECT TO THE EPA COMPUTER.

I.   **Installing SLIP access.**
       If you have the Microsoft Plus Pack installed or Windows 95 CD-ROM disk available, then skip this step and proceed to step 2.   In this step you to obtain the Self-Extracting rile called DSCRPT. EXE. There are 2 ways (a. or b.) that you can use to obtain this file:

       a.   Contact the Microsoft BBS at (205) 936-5735.   Once on, choose the "D" option on the file menu to download the file DSCRPT. EXE. <u>or</u>
       b.   With a web browser, open the following URL:
            http://www.microsoft.com/windows/download/dscrpt.exe. You will then be given the option to download the DSCRPT. EXE file.

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c. Once you have obtained the file, create a folder called SLIP.   Place the DSCRPT. EXE file in this folder and click on it.   The self-extracting file will then extract the necessary files from within it.

II.   **Installing Dial-up Networking.**
If you already have a folder called Dial-Up Networking inside the My Computer icon folder skip this step.

a. Click on MY COMPUTER, then CONTROL PANEL and then ADD/REMOVE PROGRAMS.
b. Click on the tab labeled WINDOWS SETUP and highlight COMMUNICATIONS.
c. Click on DETAILS and place a check mark next to DIAL-UP NETWORKING.
d. Click OK, then OK again.   If prompted to REBOOT, select NO.

III.   **Installing Slip and Scripting for Dial-up Networking.**

a. Click on ADD/REMOVE PROGRAMS, and click the tab labeled WINDOWS SETUP.
b. Click on HAVE DISK, and click on BROWSE.
c. If using the Windows 95 CD-ROM, click the ARROW at the bottom right labeled DRIVES and choose your CD-ROM drive.   Browsing the CD-ROM click ADMIN, then APPTOOLS, and DSCRIPT. Go to step 3 e. skipping 3 d. which is used if you downloaded the DSCRPT. EXE file.
d. If you downloaded the DSCRPT. EXE file, click the ARROW at the bottom right labeled DRIVES and choose the drive the SLIP folder was created in.   Click on the SLIP folder (make sure you ran the DSCRPT.EXE file already as stated in 1c).
e. At this point you should see a file called RNAPLUS. INF highlighted in the left hand side of the OPEN box.   Click OK and then OK again.
f. Place a check mark in the box next to SLIP AND SCRIPTING FOR DIAL-UP NETWORKING.
g. Click INSTALL, and click OK.
h. If you are prompted to reboot, select NO.

IV.   **Installing and Configuring the Network Properties.**

a. Click on MY COMPUTER, then CONTROL PANEL and then the NETWORK icon.
b. Verify Client for Microsoft Networks is installed, if not:
    1. Click on ADD, highlight CLIENT and click on ADD again.
    2. Highlight MICROSOFT then highlight CLIENT FOR MICROSOFT NETWORKS and click OK.
c. Verify Dial-Up Adaptor is installed, if not:
    1. Click on ADD, highlight ADAPTER and click on ADD again.

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2. Highlight MICROSOFT, then highlight DIAL-UP ADAPTER, and click OK
d. Verify TCP/IP is installed, if not:
1. Click on ADD, highlight PROTOCOL and click on ADD again.
2. Highlight MICROSOFT, then highlight TCP/IP, and click OK.
e. If at this point you have any other NETWORK PROPERTIES showing besides the ones you added above, then you might have connection problems.   You may want to remove them because you only need these:

1. CLIENT FOR MICROSOFT NETWORKS
2. DIAL-UP ADAPTER
3. TCP/IP

f. Highlight DIAL-UP ADAPTER, and click on PROPERTIES.
g. Click the tab BINDINGS, verify the TCP/IP option is checked, click OK
h. Highlight TCP/IP and click on PROPERTIES.
i. Make sure you have this information under the following TABS:
1. IP ADDRESS - Obtain an IP Address Automatically is checked.
2. WINS CONFIGURATION - Disable Wins Resolution is checked.
3. GATEWAY - Leave alone.
4. BINDINGS - Client for Microsoft Networks is checked.
5. ADVANCED - Leave alone.
6. DNS CONFIGURATION - Disable DNS is checked.
j. Click OK on the TCP/IP settings.
k. Verify that "Client for Microsoft Networks" is the Primary Network Logon in the Network Settings Panel and click OK.   (You may be required to add a Computer and Workgroup Name under the tab called Identification and these are preferences, but can not be identical).
l. Click YES when prompted to reboot.

V.   Create the Connection Icon in Dial-up Networking.

a. Click on MY COMPUTER, and click on DIAL-UP NETWORKING.
b. Click on MAKE NEW CONNECTION, type in EPA CFEIS.
c. Click on NEXT and type **313** in Area Code box, **741-7972** in Telephone Number box. Also select United States in the Country Code Box.
d. Click on NEXT, then click on FINISH.

VI.   Configure the 'EPA - CFEIS' Icon.

a. RIGHT CLICK on the "EPA CFEIS" icon and choose PROPERTIES. (This will be on the

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small menu that pops up.)
    b. Click on CONFIGURE, and under the GENERAL tab verify the modem is displayed correctly, if not you will have to install your modem under MODEMS in Control Panel. For MAXIMUM SPEED 19200 and 39400 is safe for 14400 and 28900 modems respectively. EPA says you should use 19200, but you can experiment with this.
    c. Click on the tab labeled CONNECTION. The CONNECTION PREFERENCES are set as Data Bits-8, Parity-NONE, and Stop Bits-1. WAIT FOR DIALTONE BEFORE DAILING should be checked. Make sure 60 is in the CANCEL CALL IF NOT CONNECTED FOR __ SEC box, and 15 is in the DISCONNECT CALL IF IDLE FOR _ MIN. (These values may be changed if desired).
    d. Click on the tab labeled OPTIONS, and verify only DISPLAY MODEM STATUS is checked and click OK
    e. Under the ADVANCED OPTIONS, USE ERROR CONTROL - COMPRESS DATA and USE FLOW CONTROL - HARDWARE should be checked. MODULATION TYPE should be set to STANDARD.
    f. Under the ALLOWED NETWORK PROTOCOLS option only TCP/IP should be checked.
    g. Click SERVER TYPE, check that TYPE OF DIAL-IN SERVER is set to PPP: WINDOWS 95, WINDOWS NT 3.5, INTERNET. If this option is not there then the slip drivers in STEP 3 was not set up. Return to this step and repeat the step. Also check that ENABLE SOFTWARE COMPRESSION, and TCP/IP are checked.
    h. Click TCP/IP settings.
    i. Make sure ONLY the following options are checked:
            SERVER ASSIGNED IP ADDRESS.
            SERVER ASSIGNED NAME SERVER ADDRESSES.
            USE IP HEADER COMPRESSION
            USE DEFAULT GATEWAY ON REMOTE NETWORK
    j. Click OK until you get back to your Internet Connection icon.

VII. Creation of a Login Script and Association to "EPA CFEIS".

    a. Click on the Start button on the Taskbar.
    b. Follow the tree up to Programs, then to Accessories.
    c. Drop down through the Accessories folder and locate the program called Dial-up Scripting Tool. Click that program.
    d. On the left hand side, the "EPA CFEIS" should be highlighted.
    e. Click on HELP, and in the WINDOWS HELP box, click on the option titled CREATING A SCRIPT FILE.
    f. Click on the BENT ARROW to start NOTEPAD.
    g. You are now ready to type in a script. Be advised of the following:
        1. Type the script in LOWER CASE.

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2. Type the script EXACTLY AS IS.   Align all text to LEFT MARGIN.
3. Type the Script exactly as shown (lines starting with a semi-colon (;) are comments only and may be deleted if desired). **DO NOT TYPE THE LINE NUMBERS**. On line 9, enter your PPP ID in place of the "xxxxxxx", and for line 13, enter your PPP password.

```
1       proc main
2       ; Delay for 3 seconds first to allow host time
3       ; to send initial characters.
4       delay 3
5       transmit "^M"
6       ; Wait for the login prompt before entering
7       ; the user ID
8       waitfor "PPP Login:"
9       transmit "xxxxxxxx "
10      transmit "^M"
11      ; Enter the password
12      waitfor "Password:"
13      transmit "xxxxxxxxx"
14      transmit "^M"
15      endproc
```

h. Click on File, and choose Save As.
i. Save the file as EPACFEIS.SCP then click on SAVE.
j. Click on File again, then choose Exit, and close the Windows Help. You should be back at the Dial-up Scripting Tool; click on BROWSE.
k. Highlight EPACFEIS. SCP.
l. Click on OPEN.
   There are 2 boxes on the bottom right hand side:
   1. STEP THROUGH SCRIPT - Should NOT be checked.
   2. START TERMINAL SCREEN MINIMIZED - Should NOT be checked at first. (You can check this after you verify your system consistently makes good connections.) Click on APPLY and click CLOSE.

VIII.   Making the Connection

a. Click on MY COMPUTER, click on DIAL-UP NETWORKING.
b. Click on your EPA CFEIS" icon, and click on CONNECT.
c. Remember that you will NOT need to type your userid and password at this screen (CONNECT TO) since the User-ID and password are included in the script.
d. The modem will then go through the login process.   At NO point in this process should you

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have to Enter an IP Address or press Continue at any prompt.   If this happens, something was not followed in this guide.   Go back through and recheck everything especially the Script.

    e. You should now see a "Connected To" dialog box and it should be showing the amount of time connected.

IF YOU CAN NOT GET CONNECTED, PLEASE READ THROUGH SECTION C.

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SECTION B- UPLOADING/DOWNLOADING FILES

The above process established a PPP connection to the EPA computer. To transfer files (in either direction) you must employ software capable of transferring files using the FTP protocol. Windows 95 is shipped with WS_FTP Pro which is actually a pretty good program for FTP transfers. Other programs (such as Crosstalk) which support FTP may be used as well. However, the instructions below are for WS_FTP Pro only.

IX. Setting up the FTP Software

   a. Click on Start, then Programs, then the WS-FTP Pro folder, and finally the WS-FTP95 Pro. (If the folder does not exist use the FIND applet under Start to search for FTP95PRO.EXE. If this does not exist, install it from the Windows 95 CD-ROM.
   b. Click NEW, and input the following information:
      1. Profile Name: EPA CFEIS
      2. Host Name: **204.47.208.13**
      3. Host Type: Automatic Detect
      4. User ID: xxxxxxxxx (lower case only) **OBTAIN FROM EPA**
      5. Password: xxxxxxxxx (lower case only) **OBTAIN FROM EPA**
      6. Make sure that SAVE PASSWORD and AUTO SAVE CONFIG are both checked.
   c. Click on OK in the Session profile window. You will get an error if the PPP connection is not active, but the WS-FTP is now active. You may now start the PPP connection (if not already active), or exit the program until you want to upload or download files.
   d. To upload/download files, remember both the FTP and PPP connections must be active, it is best to get a good PPP connection and then launch the WS-FTP Pro program. Once the PPP connection is made, you need to initiate the "connection" by pushing the CONNECT button on the WS-FTP interface and selecting EPA CFEIS in the Session Profile window. If the PPP connection is active, when you select OK in the Session Profile window, WS-FTP Pro will connect to, and query the EPA computer (you may see several seconds of intense activity in the status window. When WS-FTP Pro has completed the query the "Remote Computer" window will become active, showing any files that reside in the directory that has been assigned to Hyundai.

X. Uploading/Downloading Files
   a. With both FTP and PPP connections active, switch to WS_FTP Pro.
   b. Locate file you wish to transfer in the file window. If uploading _to_ the EPA computer select the file(s) in the LOCAL SYSTEM window. If downloading _from_ the EPA computer, select the file(s) from the REMOTE SYSTEM window. Multiple files can be selected by holding down the SHIFT key while selecting files.
   c. Once selected, click the appropriate arrow to copy the files from one "window" to the other.

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d.   The successful transfer will be noted in the message area at the bottom of the window.

XI.   Testing the System
   a.   Open "Notepad" or other word processor and type a simple message such as "This is a test of the computer system". Save the file under an 8 character file name, with a 3 character extension, such as HMC-TEST.TXT. Remember to save the file under "text only" or "ASCII" format.
   b.   Use method in Section II above to send file to EPA.
   c.   If the system does not work properly check all settings and review Section C below. Try the system several times, sometimes the phone system at EPA has problems, so waiting an hour or so may "fix" the problem.

SECTION C- SOLVING A CONNECTION PROBLEM (HELP SECTION)

The problem being experienced may, or may not, be a fault of your side of the communication. It is appropriate to assume that it is on your side at first, because you will have just set-up your system, where EPA has had their system operational for some time.

However, EPA has had many "little" problems with various manufacturers. Some manufacturers were able to connect with very little difficulty while others have had to "adjust" some of the settings. It is not known how your system will react, but the first assumption should be that there is something wrong in the set-up that was just performed. CAREFULLY check all parameters.

A few suggestions below to help to troubleshoot the system.

   a.   CHECK THE SET-UP GUIDE AGAIN.   Please verify your settings are done as shown in Section A.   This can not be stressed enough.   Make sure you follow the guide EXACTLY as shown.
   b.   CHECK YOUR NETWORK PROPERTIES.   Make sure you only have the three properties, installed and listed in Section A (IV) (e). The three properties should only be Client for Microsoft Networks, Dial-up Adapter and TCP/IP.
   c.   DELETE THE "EPA CFEIS" ICON.   Many times there can be other processes associated with the Dial-Up Networking Icon that may cause problems.   Try to delete the icon and recreate another one.
   d.   REINSTALL THE NETWORK PROPERTIES.   You may also want to remove the three Network properties: TCP/IP, Dial-Up Adapter and Client for Microsoft Networks, then Reboot; Re-add the properties and Reboot Again.
   e.   LAN AND DIAL CONNECTIONS MAY CONFLICT WITH ONE ANOTHER.   Sometimes dial and LAN connections conflict with each other.   If you have a LAN and dial connection

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you MUST contact your LAN Administrator to work out any conflicts.   There is a program available to switch your TCP/IP settings, there is one called TcpSwitch. You can search for the file name of tcpswaa.zip on the Internet if necessary.

f. CHECK YOUR LOCAL ACCESS NUMBER.   Obviously the phone number must be correct, including any international access codes.

g. YOUR MODEM MAY ONLY ALLOW SOFTWARE ERROR CORRECTING.   These modems have an RPI chipset and it is a 14.4 CLASS I modem.   These modems do not support hardware error correction.   Since the EPA service requires hardware error correction these modems are unreliable with the EPA system.   The best way to find out if you have a SW error correcting modem is to call your modem manufacturer and ask them if your modem model is software error correcting.

1. YOUR MODEM MAY NEED A FIRMWARE UPGRADE.   High end modems offer what is called a Firmware Upgrade (which can update your Error Correction protocols and sometimes increase your baud rate.) Contact your modem manufacturer for details.

h. IF YOU WOULD LIKE TO ADD EXTRA MODEM COMMANDS: ADDING MODEM COMMANDS- You can add modem commands to your modem initialization or add a new command string by adding AT&F (factory defaults and added a new string.)   To do this right click your connection icon, choose Properties and click Configure.   Go to the tab Connection and click Advanced.   The field is Extra Settings.

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IOV CFEIS Dial-In ID PW Form
(Please PRINT all information on this form)

Company: _____

Address   : _____

_____

_____

_____

Certification Contact	Phone Number

Technical Contact	Phone Number

PPP Id (three letter code + "ppp"): _____

PPP Password: _____

Effective Date: _____ **Time:** _____

FTP ID (company name to 6 characters): _____

FTP password: _____

Effective Date: _____ **Time:** _____

If any changes have to be made after form is turned in, the name listed under the technical contact will be contacted first.

Unless otherwise indicated, password changes will be in effect by 12:00PM EST of the date given.

This form is to be returned to either Gardiner Leverett (313-668-4538) or Ann Chiu (313-668-4544). It can be mailed to the address below or hand-delivered. IT IS NOT TO BE FAXED.   Faxed forms will not be accepted. If you have questions, please call.

U.S. Environmental Protection Agency
National Vehicle and Fuels Emissions Lab
2565 Plymouth Road
Ann Arbor, MI 48105

04/03/97-GL